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MEETING OF THE

MAGLEV TASK FORCE

Wednesday, October 22, 2008

10:00 a. m. – 12:00 p.m.

SCAG Offices

818 West 7th Street, 12th Floor

Conference Room *San Bernardino A&B*

Los Angeles, CA 90017

213.236.1800

Video Conference is Available:

Riverside SCAG Office

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact *Jessica Meaney* at 213.236.1873 or meaney@scag.ca.gov

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Maglev Task Force Membership

October 2008

Bone, Lou – Chair

Tustin

Members

Barnes, Christine
Beauman, John
Carroll, Stan
Clark, Margaret
Dale, Lawrence
Daniels, Gene
Dixon, Richard
Gurule, Frank
Hernandez, Robert
Millhouse, Keith
Parker, Ken
Roberts, Ron
Smith, Greg

Representing

La Palma
Newport Beach
La Habra Heights
Rosemead
Barstow
Paramount
Lake Forest
Cudahy
Anaheim
Moorpark
Los Alamitos
Temecula
Los Angeles

MAGLEV TASK FORCE

AGENDA

OCTOBER 22, 2008

TIME PG#

The Maglev Task Force may consider an act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

2.0 PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker's card to the Assistant prior to speaking. The Energy and Environment Committee may consider and act upon any of the items listed on the agenda. Comments will be limited to three minutes. The President may limit the total time for all comments to twenty minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 Minutes of April 10, 2008 Meeting

Attachment 5 min 1

5.0 INFORMATION ITEMS

5.1 High-Speed Regional Transportation Analysis

(Chris Wornum, Cambridge Systematics)

Attachment 35 min 7

A presentation will be made of the results of a SCAG study on the High-Speed Regional Transportation Alternatives Analysis



MAGLEV TASK FORCE

AGENDA

OCTOBER 22, 2008

TIME *PG#*

6.0 CHAIR'S REPORT

7.0 STAFF REPORT

8.0 FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such request.

9.0 ANNOUNCEMENTS

10.0 ADJOURNMENT

MAGLEV Task Force
of the
Southern California Association of Governments
April 10, 2008

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE MAGLEV TASK FORCE.

The Maglev Task Force held its meeting at the Southern California Association of Governments, downtown Los Angeles. The meeting was called to order by Hon. Lou Bone, Chair, City of Tustin. There was a quorum.

Members Present

Hon. Lou Bone, Chair	City of Tustin
Hon. Margaret Clark	City of Rosemead
Hon. Gene Daniels	City of Paramount
Hon. Frank Gurulé	City of Cudahy
Hon. Christine Barnes	City of La Palma
Hon. Stan Carroll	City of La Habra Heights
Hon. John Beaman	City of Brea
Hon. Greig Smith	City of Los Angeles
Dr. Ron Bates	City of South Gate
Mr. Rick Deming	Caltrans – Division of Rail
Mr. Robert Wong	Caltrans – District 7

Audience Attendees

Danny Wu	City of Anaheim
Greg Nord	OCTA
Arthur Black	LSA Associates
Bart Reed	Transit Coalition
Miles Mitchell	LADOT
Sharad Mulchand	Metro
David Chow	IBI Group
Mike Simon	General Atomics
Phyllis Winger	Los Angeles City Council – District 12
Scott McNeely	Pico Olympic Solutions/Pico Neighborhood Council

Video Conference

Hon. Alan D. Wapner, Vice Chair	City of Ontario
Tom Danna	City of Ontario

Teleconference

Mr. Peter Okurowski	Association of American Railroads
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SCAG Staff

Richard Marcus

Hasan Ikhata

Michael Armstrong

Andre Darmanin

Llewellyn Miller

Naresh Amatya

1.0 CALL TO ORDER AND INTRODUCTIONS

Hon. Lou Bone, Chair, called the meeting to order at 10:05 a.m.

2.0 PUBLIC COMMENT PERIOD

There was no public comment.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the February 14, 2008 Meeting

Motion was moved, seconded and unanimously approved.

The following comments were presented by Mr. Hasan Ikhata, Executive Director, SCAG. Mr. Ikhata informed the members of the task force that SCAG has successfully completed the engineering study of the Orangeline from Palmdale to Orange County. Within the next couple of weeks, Mr. Ikhata will inform the cities along the corridor that all the Maglev studies are complete, and will bring them up to date on the happenings and future of the high-speed rail.

Secondly, Mr. Ikhata reported that earlier this week, he had attended a meeting in Monterey, CA with the participation of the State of California and other MPO's, regarding the AB 32 implementation (green house gas emissions bill). During the meeting, there were talks about the regions doing their part implementing alternative transportation systems. Mr. Ikhata stated there are some potential grant monies for high-speed rail, and that SCAG is actively pursuing to receive some of those funds.

Mr. Ikhata also mentioned that Hon. Alan Wapner, Chair of TCC, who on previous occasions has explained the difference between the Constrained and Strategic Plans, is looking to include the Maglev studies into these plans.

Mr. Ikhata explained that as an MPO, if the financial situation changes or if there are sufficient reasons to do so, the plan can be amended and put into the Constrained Plan, subject to board approval.

At the request of Chair Bone, Mr. Ikhata briefed the task force on the personnel changes that SCAG has recently gone through and explained that the main reason

is the reduction of state and federal funds, which amounts to approximately 8 to 9 million dollars less for the next fiscal year.

Mr. Ikhata said that SCAG will not fund any new subregional projects, eliminated all consultants, reduced travel by \$150,000.00, and reduced spending by \$200,000.00. During the period of 2002-2006, SCAG had 102 employees. On January 1, 2008, SCAG had a total of 146 full-time positions and 16 temporary employees. As a result of this, twenty six positions had to be reduced.

4.0 INFORMATION ITEMS

4.1 Update on the California High-Speed Rail Authority bond language (AB3034)

Hasan Ikhata and Hon. Bone reported that the Regional Council has opted not to support AB3034 unless Northern California and Southern California start the project at the same time at both ends.

Hon. Ron Bates, City of South Gate, suggests that before supporting AB3034, the most appropriate position to take would be to ask staff for a more detailed financial analysis in terms of costs and benefits to the region.

Chair Bone reported that AB3034 has some very interesting points, and pointed out page 4 item 33 - *(F) Los Angeles Union Station to Irvine*, given the fact that the cities of Orange and Tustin will not allow the high-speed rail system through their cities.

Richard Marcus, SCAG, pointed out that the Anaheim to Los Angeles segment of the High-Speed Rail is in SCAG's Constrained Plan of the RTP. The funding for the plan will go forward if the bond passes, if it does not pass it will be taken out of the plan. Mr. Marcus further explained that high-speed rail is technology specific, also known as steel wheels or steel on steel, and meets air quality standards.

Mr. Ikhata reported that the challenge for this region is to pursue funding for the high speed rail projects. Hon. Alan Wapner, chair of TCC, recommended the high speed project be included in the congestion pricing of the Strategic Plan.

Chair Bone, requested that the following three items be discussed concurrently.

4.2 Group discussion on the future of the Maglev Task Force

4.3 Coordination with San Diego/SANDAG on Maglev/High-Speed Rail issues

4.4 Future of LAX-Orange County and West L.A. – Palmdale Maglev/High-Speed Rail segments

In an effort that the Maglev Task Force continue, a letter from Hon. Ron Bates, City of South Gate, was circulated among the members of the task force. Now that the primary mission of the task force is complete, this letter addresses ideas that the Maglev Task Force could refocus on:

- Continue to develop a long-range vision for a regional system.
- Help prioritize the building of the different segments on the regional system.
- Continue to promote and advocate high-speed rail network and explore funding opportunities. Work with staff of both federal and state governments to work as advocates, and to look at different technologies as a source for long term development of rail in this country and/or Maglev.
- Evaluate the technology opportunities and options for joint-use.
- Continue to evaluate the potential to fulfill other functions and markets, and continue to analyze how the technology can be integrated to serve both passenger and goods movement.

Chair Bone, stated that one of the reasons he became involved in the Maglev Task Force is because it offers an elevated system that will not have grade separation problems or restraints as we currently have on the rail's right of way.

Mr. Rick Deming, Caltrans, reported he has been working on a study to select a technology and make it a national standard. Unfortunately, this has been a long, slow process because it does not have any type of leadership.

Hon. Alan Wapner, City of Ontario, reported that the Regional Council has taken action on the future of task forces and determined that because of the shortage of staff support, the Maglev Task Force would only meet as needed and as required by TCC.

Hon. Ron Bates suggested that the Maglev Task Force meet on a quarterly basis; at which time, Hon. Margaret Clark, City of Rosemead expressed that she feels that if High-Speed Rail/Maglev is the wave of the future, quarterly meetings and downsizing of committees will not be enough to keep SCAG relevant on issues that need to be solved. Hon. Clark requested that goods movement be included in the task force's mission.

Hasan Ikhata reported that the TCC recommendation for the task forces will go to the Regional Council on the May or June meetings. Mr. Ikhata assured

the members that if the monies and/or grants are received, the task forces will be brought back to continue their mission. Mr. Greig Smith, City of Los Angeles, mentioned that it is very important to know where the funds allocated for the Maglev Task Force have been assigned and requested from Mr. Ikhrata a full report of expenses.

Hon. Gene Daniels, City of Paramount, considers it is very important to keep the task force intact and does not agree with having meetings on an “as needed basis”.

Chair Bone reported that OCTA had planned to allocate 7 million dollars to the California High-Speed rail for planning. Mr. Greg Nord, OCTA reported that approximately half that amount was allocated for the Anaheim-Los Angeles segment. He will report back to the next meeting with more information about the availability of those funds.

5.0 OPEN DISCUSSION

Mr. Mike Simon, General Atomics, took this opportunity to offer some suggestions regarding ways to entice the private sector to invest in the Maglev technology, i.e. to offer land, tax abatements, allow the private sector issue revenue bonds, tax exemptions, etc. Mr. Simon also mentioned the 2008 Maglev Conference will be held in San Diego, on December 15-18, 2008. More than one hundred abstracts from around the world have been submitted to make presentations on Maglev, and recommended the task force to have a meeting in conjunction with the conference, possibly as a special pre-conference event, and invite participants who might have broader interest.

6.0 CHAIR’S REPORT

Chair Bone thanked the members of the task force for all the input that they’ve generated. Next meeting will be planned in July or August.

Hon. Gene Daniels took this opportunity to thank Mr. Richard Marcus for an excellent job with the task force, and wished him luck in his future endeavors.

Mr. Richard Marcus briefly reflected on the task force’s achievements during the last 18 months:

- The JPA is up and running after 10 years of continuous work, with the help of Vice Chair Wapner and Chairman Smith.
- Mr. Marcus contributed to the High Speed Regional Transport chapter of the RTP, including several Orangeline issues.

- The alternative analysis is almost complete, due to close at the end of June. Mr. Miles Mitchell, City of Los Angeles has helped with that and will be instrumental study when completed.
- The Maglev Task Force attendance has doubled in the last 18 months, working together with Chairman Bone putting together interesting agendas and bringing informative speakers.
- Put together a High Speed Regional Transport business case together with IBI.

Mr. Marcus personally thanked Mr. Mike Simon for hosting members of the task force to a very informative and interesting field trip to General Atomics; Mr. David Chow, IBI, who has taken the time to answer technical issues, free of charge; and to Chair Bone and Vice Chair Wapner for providing guidance during the task force meetings. Lastly, Mr. Marcus thanked the members of the task force and elected officials for their dedication and interest in being part of the policy discussion.

7.0 STAFF REPORT

Nothing to report.

8.0 ADJOURNMENT

Hon. Lou Bone adjourned at 11:30 a.m. The next meeting of the Maglev Task Force will be planned for sometime in July or August. Details will be forthcoming.

MEMO

DATE: October 22, 2008

TO: Maglev Task Force

FROM: Jessica Meaney, SCAG Staff, (213) 236-1873, meaney@scag.ca.gov

SUBJECT: High-Speed Regional Transportation Alternatives Analysis

BACKGROUND:

In 2005, SCAG retained Cambridge Systematics to perform a High-Speed Regional Transportation (HSRT) Alternative Analysis. The Cities of Los Angeles and Ontario, SANBAG, and the Federal Railroad Administration (FRA) have contributed to funding this study. As of October 2008, \$651,251 has been spent on this study, which is in its final stages and is expected be completed by December 2008.

The objective of the study was to identify a preferred regional high-speed ground transportation project for the Initial Operating Segment (IOS) from West Los Angeles to Ontario Airport. The goals of a regional high-speed ground transportation system include, but are not limited to, the need to decentralize aviation demand to regional airports, the need to stimulate Southern California's economy, and the need to relieve congestion on roadways. The objective of this study was to seek to identify the preferred technology of the IOS. The study compared the overall cost/benefits of available high-speed technologies: maglev and steel-wheels. The study included a comprehensive analysis of capital requirements, maintenance and operational costs, ridership, special structures, station and parking facilities, tracks, bridges, tunnels, maintenance facilities, operational plan, joint development, pedestrian access, financial analysis and constraints, and infrastructure of guideways. The study also considered potential linkages from the proposed West LA Maglev Station to the Los Angeles International Airport (LAX). SCAG consultant Chris Wornum from Cambridge Systematics will report on the findings.